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million francs (£160,000,000) would have sufficed to abolish slavery by purchasing every slave at the general average rate of 1,000 francs (£40) each, taking young and old, men and women, the infants and the aged, uniformly." What economy this would have been! But, as was remarked by M. Michael Chevalier, to have exercised this wise and self-denying foresight, America should have possessed, in the crisis of 1861, men as great as those who directed the crisis of the last century,—a Franklin in the North and a Washington in the South. Yet even this should not have been necessary. For a truly-informed and virtuous people knows how to act, irrespectively of its great men, and will adopt useful and right measures from the prompting of its own intelligence and virtue.

INTERNATIONAL LAW.—This subject, one of the most important that can be well conceived, ought to be, and rightly understood and applied must be, an auxiliary, if not pioneer, in the cause of peace. Its bearings in this respect are coming more and more to be viewed in this light by leading minds.

With this view the late Dr. Whewell, of Cambridge University, England, bequeathed to that Alma Mater of Milton and Bacon \$ 350,000 for "the endowment of a Professorship and Scholarships in the University." His leading motive may be gathered from this provision—"The Professor is enjoined by the will to make it his aim in his lectures and all parts of his treatment of the subject of International Law, to lay down such rules and to suggest such measures as may tend to diminish the evils of war, and finally to extinguish war between nations." We hope like professorships, actuated by a similar spirit, and guided by the same principles, may yet be established in all our higher seminaries of learning.

OUR WESTERN CORRESPONDENCE.

A night ride from Tomah to La Crosse, and a boat ride from the latter place to St. Paul, Minn.

Of all methods of travelling yet invented, commend me to a first-class steam-boat, and especially to a steam-boat on the Mississippi River. I have journeyed on them many times, and never yet without regretting that the journey should end so soon. Free from the noise and dust of railroad travelling, with opportunities to form agreeable acquaintance on board, and to eat and read and sleep at leisure, the person must be hard indeed to please who cannot enjoy himself on one of these floating palaces.

There is one drawback, however, to the pleasure of travelling on the river between Dubuque and St. Paul. Instead of being able to gaze on beautiful farms extending quite down to the river's bank, you are shut in by high hills or bluffs for almost the whole distance. Only here and there at long intervals is there space sufficient between the river and the bluffs for town sites, and many of the towns seem crowded into nooks which leave but little room for future expansion. These bluffs extend back for several miles; and it is not until one gets beyond them, that he is permitted to gaze on a landscape which beauty's self might envy. Above the falls of St. Anthony the river seems lifted out of its bed, and is nearly on a level with the surrounding country, so that a fine view of both may be had at the same time.

Boats can ascend the Mississippi in high water to the Rapids just below St. Anthony and Minneapolis; but they

usually stop at St. Paul, and a rail-road on each side of the river affords ready access to the former places.

THE FALLS OF ST. ANTHONY.—Who that has arrived at middle age does not recollect gazing on the map in his schoolboy days at their location in the then far off North West? But how few of them ever expected to behold the reality, or that within a few years the immense water-power at this place would be utilized, and that cities whose inhabitants are counted by thousands would spring up in the vicinity, on both sides of the river? The fact has been realized almost before it was dreamed of; and now St. Anthony and Minneapolis, connected by a Suspension Bridge, and ultimately to be one city, have a busy population of some twelve or fifteen thousand.

But the Falls of St. Anthony are soon to be no more. The water at this place has been playing fantastic freaks, and in simple self-defence, the people of the two cities have resolved that it shall conduct itself in a more orderly manner hereafter, and cease to plunge headlong, and tearing over the rocks. The facts are these: the river, at this place, flows over a stratum of limestone, a few feet thick. Underneath this limestone is a bed of sandstone, so soft that it can almost be spaded. The water, falling over the limestone, produces a backward or counter current which has washed away the sandstone, and left nothing but their own cohesion to support the rocks above. Hence they have from time to time broken off and fallen into the river below. Hence, also, the Falls have gradually receded up stream, and the water, instead of flowing over in a beautiful curve, dashes and foams among the rocks, presenting neither the beauty of Minnehaha, nor the grandeur of Niagara.

To prevent still farther recession, and the removal of the water-power from the large amount of machinery which it now propels, an apron of timber, some 200 or 300 feet long, is being constructed, the upper end rising to a level with the bed of the river, where it commences its fall, and the lower end resting on the bottom below, thus conducting the water to the lower level on an inclined plane, and preventing the counter current which has done such damage before. When it is remembered that although the volume of water pouring over the rocks here is great, its descent is only a few feet, the practicability of this expedient will be most apparent. The cost of this, however, is so great, and its importance to the prosperity and growth of St. Anthony and Minneapolis so obvious, that these cities in their corporate capacity unite with the owners of the water-power and the mills in defraying the expense.

The manufacture of pine lumber from logs floated down the upper Mississippi and its tributaries, is the leading business at the Falls, and it is surprising to see how rapidly a gang of saws will drive its way through one of these logs, and transform it by a single passage into a pile of boards. But in addition to Saw Mills, there are Flouring Mills, Paper Mills, Planing Mills, an Axe factory, a Woollen factory, and Machine Shops of various kinds.

Extensive as is the water-power at the Falls, a novel expedient has been resorted to to increase it. Below them tunnels of six or eight feet in diameter have been commenced in the soft sandstone, and run under the limestone for some distance above. Over these tunnels at frequent intervals on the shore and on the island upright shafts are sunk, in which water-wheels will be placed, which are to propel the machinery above them. The water from above the dam will then be admitted into these shafts, and after falling on the wheels, find its way to the river below through the tunnels referred to. The design seems to be that the Mississippi shall not pass from its upper to its lower bed without paying a good round toll for the privi-